

reference; see 46 CFR 110.10-1) requirements.

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Subpart 113.25—General Emergency Alarm Systems

EDITORIAL NOTE: Nomenclature changes to subpart 113.25 of part 113 appear at 61 FR 28288, June 4, 1996.

§ 113.25-1 Applicability.

(a) This subpart, except §§ 113.25-25 and 113.25-30, applies to each manned vessel of over 100 gross tons, except barges, scows, and similar vessels.

(b) Section 113.25-25 applies to each manned ocean and coastwise barge of over 100 gross tons if the crew is divided into watches for the purpose of steering.

(c) Section 113.25-30 applies to each barge of 300 or more gross tons that has sleeping accommodations for more than six persons.

§ 113.25-3 Requirements.

Each vessel must have a general emergency alarm system that meets the requirements of this subpart.

§ 113.25-5 Location of contact makers.

(a) *Passenger vessels and cargo and miscellaneous vessels.* Each passenger vessel, cargo vessel, and miscellaneous vessel must have a manually operated contact maker for the general emergency alarm system:

- (1) In the navigating bridge; and
- (2) At the feeder distribution panel if the general alarm power supply is not in or next to the navigating bridge.

(b) *Tank vessels.* Each tank vessel must have a manually operated contact maker for the general emergency alarm system:

- (1) In the navigating bridge;
- (2) At the deck officers' quarters farthest from the engineroom;
- (3) in the engineroom;
- (4) At the location of the emergency means of stopping cargo transfer required under 33 CFR 155.780; and
- (5) At the feeder distribution panel if the general alarm power supply is not in or next to the navigating bridge.

(c) *Mobile offshore drilling units.* Each mobile offshore drilling unit must have

a manually operated contact maker for the general emergency alarm system:

- (1) In the main control room;
- (2) At the drilling console;
- (3) At the feeder distribution panel;
- (4) In the navigating bridge, if a navigating bridge is installed; and
- (5) In a routinely occupied space that is as far as practicable from all other contact makers.

(d) *Additional contact maker.* A vessel must not have more than one other contact maker that operates the general emergency alarm system in addition to those required under paragraph (a), (b), or (c) of this section unless the installation of other contact makers has been accepted by the Commandant.

(e) *Special system.* If a vessel has an emergency squad when operating, has a manual fire alarm system, or is an ocean-going passenger vessel, it must have:

- (1) An independent manually operated contact maker in the navigating bridge that is connected to operate only the general emergency alarm signal in crew's quarters and machinery spaces; or
- (2) A separate alarm system that sounds in the crew's quarters and machinery spaces.

(2) A separate alarm system that sounds in the crew's quarters and machinery spaces.

§ 113.25-6 Power supply.

The emergency power source for the general emergency alarm system must meet the requirements of IMO SOLAS 74 (incorporated by reference; see 46 CFR 110.10-1), Regulation II-1/42 or II-1/43, as applicable.

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§ 113.25-7 Power supply overcurrent protection.

(a) If the general emergency alarm system is the only load supplied by the general emergency alarm system battery or batteries, the battery or batteries must have an enclosed fused switch or circuit breaker that has a means of locking. The fused switched or circuit breaker must be outside of, and next to, the battery room or battery locker, and the capacity of the fuses or circuit breaker must be at least 200 percent of the connected load.

(b) If the general emergency alarm system is supplied from an emergency